

# LUZON'S ONLY RAILROAD.

## Trip to San Fernando and Dagupan.

Special Correspondence to THE NATIONAL TRIBUNE.  
MANILA, P. I.  
My first trip over Luzon's only railroad was made pursuant to the following order:  
HEADQUARTERS DEPARTMENT OF THE PACIFIC AND EIGHTH CORPS, Manila, P. I., March 20, 1900.  
TO THE CHIEF PAYMASTER, DEPARTMENT OF THE PACIFIC AND EIGHTH CORPS, Manila, P. I.:  
SIR: In accordance with your request of the 19th instant, the Department Commander directs that you send Mr. H. C. Kirk, Paymaster's Clerk, to Angeles, Pampanga Province, Luzon, with such funds as you shall deliver to him for the purpose, the same to be turned over to Maj. Charles E. Stanton, Additional Paymaster, U. S. A., and upon completion of the duty, Mr. Kirk will return to his proper station.

matter to him, and shouted "Pronto, pronto!" and the next stop we made was in front of the church and convent of Tondo, to which the coaches pointed with an air of innocent pride.  
Filled with deep emotion, though not entirely due to admiration for the architecture, I was unable to command a word of Spanish, but yelled: "Go to the railroad station!" in plain English, and he immediately wheeled his horse, and taking as I discovered later, a roundabout way, driving up a street where the rope-makers were at work with reeds twisting hemp-fiber into rope and across a bridge, we reached the station to find the train had gone some 20 minutes. Just why that coacher acted as he did I have yet to discover, but at the moment we were resting in front of the church it occurred to me that he knew the contents of the sack and had designs on the money. The delay proved

Marks of shell thrown from Admiral Dewey's fleet, Feb. 7, '99, are visible on a brick building near the station. Long trains of cars were standing on a side-track to the west, near the works, with the woodwork burned off or partially smashed. Commodious nipa thatched barracks are located to the east, now occupied by the 3d Infantry. The town is said to contain some 10,000 inhabitants, and was the first outside of Manila to be captured by our troops. We caught a glimpse of the town of Malabon to the westward just after leaving Calocan, which also received a few gifts in the way of shell from our fleet. In an isolated point on the west side of the track I noticed some native women in the water above their waists, and Lieut. Kilbourne informed me they were engaged in catching mud-fish. However dry the mud may be in any old cavity of the earth, when filled with rain, the natives manage to catch fish in it, and the station comes from several sources that they even dig up mud-fish. The marks of conflict and revive them in water. From this it would seem that these prospectors who have been unsuccessful recently in locating gold might do better to stake out a fish mine.

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Substantial truss bridges span the various divisions of the Pampanga River above Malolos, and are to be found over most of the streams crossed by the road. A row of cotton trees perfectly denuded of foliage, but with bolls swinging, was noticeable a short distance above the station.

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On the arrival of Maj. Stanton and delivery of the money, I learned that the first train leaving Manila at 8 a. m. had been further incident, and reported. On the 6th of April I obtained a three days' leave to visit Dagupan, and took the same train leaving at 9 a. m. from Manila. At Angeles, where Gen. Fred. D. Grant has his headquarters, extensive trenches left by the insurgents are observable, as are similar defenses at the next two stations north, Malabacat—with the accent on the last—Bamban, captured by Gen. McArthur and Bell in November last.  
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Carr of the Signal Corps, accompanied the expedition. Col. Smith's rail near the station, made of railroad iron piled up cob-house fashion, has received important additions and contains an assortment of contrabands that would make a liver of the degenerate and criminal smile with delight.  
The tanks of the Ilo Agno, which separates Bantay from Pampanga, were lined with natives as we crossed the bridge, some fishing, but more engaged in bathing, which with carabao hauled across the ford above, native loads on a liver of the contrabands that would make a liver of the degenerate and criminal smile with delight.  
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HOSPITAL AT DAGUPAN—DAGUPAN RIVER IN THE FOREGROUND.

The journeys directed are necessary for the public service.  
Very respectfully, M. BARBER, Assistant Adjutant-General.  
Accordingly, with the money secured from Mr. Chase in charge of the vaults at the Palace, by 7:45 I was on the way to the Tondo Station with just time enough to make the first train, leaving at 8 a. m. There was no Government conveyance at hand, and so in hiring a carromatta Mr. Chase and the guard had especially instructed the coacher where to go. But the steed was slow, and what was my disgust after 10 minutes time had been consumed to find the driver pulling up at the old station on the dock. "Ferrocarril, Tondo Station!" I yelled with the accent on the oi. A guard also explained the

to be really an advantage, as Lieut. Mearns, who furnished the transportation, informed me, it being much better to take the next train leaving at 9 a. m., as that was exclusively a military train, and made better time.  
There was a number of officers in the car when we left at 9:05, including Lieut. Kilbourne, 3d Infantry; Lieut. F. W. Harris, 4th Cavalry, and Col. Smith, of the 17th Infantry. The weather was fine, the cigars plentiful, and the reaction of the air and all contributed to agreeable feelings and animated conversation.  
Passing the suburbs of Tondo with its narrow streets, the burnt district, now rebuilt, and the open country relieved somewhat by tropical foliage, Calocan, four miles distant, is reached in 10 minutes, where car and engine works are located.

Crossing the Talihuan River, navigable for a considerable distance, Polo, the first station in the Province of Bulacan, is soon reached, where a pile of wrecked iron marked the site of the passenger depot. The town, located on both sides of the road, is estimated to contain about 7,000 inhabitants.  
One of the officers explained that the next station, Meycauayan, where the railroad buildings were in ruins, was really named after an Irishman, one Michael Ryan, who had settled there. The pronunciation of the word is so similar to the proper name as to make this explanation seem probable. Here I received a wire from Maj. Stanton directing me to meet him at San Fernando.  
At Marikina, breastworks of stone blocks, used by the insurgents, extend on both sides the road. Between this and the next station, Bocaue, marking stones, separating church and private lands, are especially noticeable over the rice-fields. One of the officers remarked that the church lands must sooner or later become the property of the United States Government, if they did not already belong to it. When interrogated on this point, the one the Government would promptly take control of this property the claims of native and actual holders could be readily adjusted and all ground for future insurrections removed.  
At Biga Station the ruins of a church and dwelling are apparent to the west, the suburbs of Bulacan, the Capital of the province, some four miles away, and which is about one-half that distance from the next station, Guiguinto. The nipa thatch suburbs of the latter town, said to have 5,000 inhabitants, were in sight to our left; Bulacan has nearly 15,000 population, and many fine buildings, as tropical structures go. The arboreal vegetation increases here, though rice paddies line both sides of the road one-third the way

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ENGINEERS REBUILDING RAILROAD BRIDGE AT "WASHOUT," NEAR TARLAC.

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how the boy was transformed into a soldier; will march with him over mountains and across rivers; will camp on the hillside and stand guard in the moonlight and in the rainstorm; will be with him as a videt in the lonely forest, and again in the wild charge.

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